



Twenty-Five or Thirty Cars Expected In Race From El Paso to Phoenix

Chairman Rinehart to Make a Path Finding Trip Over the Road Soon to Mark the Bad Spots and have them Repaired; Total Prize Money for the Participating Cars Should Be at Least Figure \$5500-Many Entries Now.

wenty-five or thirty cars will surely start from El Paso in the race to the Phoenix fair next the actual entries already made, gh the rules are not even cut. The are now inthe hands of George P. ard, representative of the Ameratuomobile association in Arizona, when the purses are raised by the October. This is an estimate gathered from the actual entries already made, though the rules are not even cut. The rules are now inthe hands of George P. Bullard, representative of the Amer-Ican Automobile association in Arizona, and when the purses are raised by the various Arizona towns, which will be in a few days, he will send the rules on to New York for approval of the association. The blanks will be printed and formal entries may be

Successful Trip Over Borderland

in places and we had some experiences that were not altogether pleasing, the trip from El Paso to Los Angeles by automobile is not

bad-in fact I enjoyed it all-and I believe any lover of cross country driving would be pleased with the trip. We made the trip in my Hupmobile "32" all the way. I drove the car to

Deming and Eddle Steffes drove from Deming to Los Angeles.

We left El Paso Saturday, the 12th, in the morning, five minutes after four oclock, and would have made Douglas easy that evening, but losing some of our baggage that we had tied on the trunk rack out of Deming, we had to turn back from Lordsburg and drive back 35 miles before we could find anything and then we found only a portion of what we lost.

portion of what we lost.

After nightfall, we camped between Lordsburg and Douglas, about 20 miles out of Lordsburg.

team to pull us out, and, after being pulled out, we drove back to Dome, ate a nice breakfast and had a stranded negro string band to play for us. We filled up with gasoline, ell and water and by noon we made it to

Water and by noon we made it to Yuma.

Out of Yuma we had nothing but sand to Glamis, which I was told was about 50 miles, took on more water there and started for Mammoth, over a rond that was all sand, and the worst kind. One mile from Mammoth we camped for the night, as we ran pretty near out of water and the sand was so bad that the tracks of cars showed that most of them take to the rail-

Route, El Paso to Los Angeles

plan to make the trip more than once, testing out their cars and the road.

To Fix Up the Road.

On the trip Mr. Rinehart makes, notes will be made of the condition of road and the different communities will be asked to repair any bad places that may be found. Signs will be placed along the road at danger points to warn the drivers.

The stipulations of the race compet cars to finish in 28 hours. With a tenhour control at Doughas, this will leave 18 hours running time for the various cars to cover a distance of 521 miles. This is an average of about 30 miles that cars must make on the entire run, but this is not exacting, as the course The entry fee will be \$180 per car and if 25 cars are entered, this will mean \$2500 added to the prize money, or a total of \$3500 as El Paso's contribution. About \$500 will be used by the club as expense money and the rest will go to the car owners. If El Paso has \$3000, and it doubtless will have that much to offer, the total purse for the race will be at least \$5500, as Bisbee, Douglas, Tucson and other towns along the route will easily raise \$1500 and Phoenix gives \$1000. Chairman R. H. Rinehart and secre-

From Brawley we encountered more sand and rocks and mountains. We made over half of the mountains, which

Now we are enjoying the roads of California from one beach to another. We made three round trips from Los Angeles to Venice Saturday with some

I enjoyed the trip from El Paso to here and am doing some boosting for the route as our El Paso banner hangs

tudebaker

Clear vision ventilat-

ing windshield

Full set of tools

Tire repair kit.

Detachable, demount-

Three-quarter elliptic springs

Deep cushions

Extra rim Tire holders

springs Crowned fenders

able rims
Stewart & Clark
Speedometer
Three-quarter elliptic \$1365

Robe Rail

Tool box

A glance at these specifications will convince

you of the real value of a Studebaker car

Fivespassenger, four cylinders, long stroke, 3 1-2 in. bore by 5 in. stroke, 102 in.

Speedometer Acetylene gas primer RICH TIRES

Four cylinders, 4 1-8 in. bore by 5 in. stroke, 116 in. wheelbase.

34x4 inch GOOD- Studebaker Jiffy cur-

Six cylinders, 3 1-2 is. bore by 5 in. stroke, 121 in. wheelbase.

Electric self-starter Luxurious upholstery Electric lights Three-quarter elliptic

axle Deep cushions Clear vision, ventilat- Crowned fenders

ing windshield, rain Stewart & Clark vision type Speciometer Six-passenger body Silk Mobals top

Studebaker Jiffy cur- Silk Mobair top

Detachable, demount- Special tool box able rims Full set of tools

See or write us

Studebaker value means more than mere commercial value. It means the reputation and integrity of sixty years built into every automobile that bears the Stude

Six-passenger body Silk mohalr top

Luxurious upholstery able rims

Studebaker Jiffy cur-Tire holders

Demountable rims

Stewart & Clark

Electric horn

ple cushions

RICH TIRES

Electric lights

Deep cushions

Full floating rear

tains 34x4 inch GOOD-RICH TIRES

Full floating rear

Clear vision, ventila-ing windshield, rain-

vision type Electric self-starter

Prest-O-lite tank

Full eliptic springs

Rich upholstery, am-

Silk mohair top

stretches that are rough, but these are to be repaired.

The Known Entries The known entries so far are: International Auto Co., El Paso

"Ted Rousult," Las Cruces, Velie "40," driven by Weightman of Albu-Butler Auto Co., Albuquerque, Over-and "55," model 71; "Red" Sperry,

Borderland Garage, Las Cruces, Over-and "45," model 71; Floyd Turney, driving.
W. J. Rand, Chalmers "40," Clarence
Rand, driving

W. J. Rand, Chainers 40, Children
Rand, driving.
C. H. Baum, Chaimers "six."
R. H. Rinehart, National "40."
E. R. Pirtle, Douglas, two Cadillacs.
M. L. Naquin, Globe, Arizona, two
felle "40's."
The Vella agent at Recwell is also The Velle agent at Roswell is also talking of entering a car or two and Mr. Bullard promised the committee at least three and perhaps five entries from Phoenix for the race.

MOTORCYCLE LEAP IS LATEST SPORT

It is Something Like Ski Jumping, But is Not Considered so Dangerous by Those Who Know.

Borderland

-ByNick
Nick
Depeder

road track. I would not take chances in getting run down by train so we kept on in the sand, We reached Mammoth station early in the morning of July 17, filled up with water and started across the wash for Brawley. The sand in the wash was bad, but a good deal of brush had been thrown in the road and we made it easily.

The worst was after getting out of the wash when we had to drive across in irrigation ditch which was about fifteen feet wide and a foot and a half deep with quick sand in the bottom, and no bridge. There were a coupie of planks, broken in the middle; we fixed them up and started across, but they broke and down we went. The engine stopped and I had to jump in and crank her; then one more jump and we were out.

This manner of leaping on a motor-

After nightfall, we cardsburg and Douglas, about 20 miles at of Lordsburg.

From Douglas to Tucson we made it to no aday, July 12, and camped out of Fucson that night and made it to Fucson that night and made it to Fucson that night and made it to Los Angeles by five and made it to Yuma on the 15th, but had very much tire trouble in the hills and, in soft dirt out of Dome, Ariz, about three miles, we ran off of an embankment. We had to lay up for the night.

Next morning July 16, Mr. Steffes would bave made the trip in less than to lay up for the night.

Next morning July 16, Mr. Steffes would bave made the trip in less than four and a half days.

The weather was fine and we had to made nor rain. The bottest we expended the motor of the game ever urrives, meets will be urgent. If this stage of the game ever urrives, meets will be held to test the ability and eleverness of each rider, like the present races are held to test speed.

TREAT MOTOR CAR

titude as in the low country, so we did not have to bother with it. WITH CONSIDERATION

J. J. Longwell Thinks Kipling's Advice To Tommy Atkins About Rifle Applies to the Chauffeur.

In one of his most famous poems Rudyard Kipling gives his friend "Tommy Atkins" some sound advice on the care and treatment of his rifle. "She's human as you are; just treater as sich and she'll fight for the young British soldler," he tells the recruit. The same advice might well be given to many motorists, both beginners and seasoned veterans, in the opinion of J. J. Longwell, local automobile dealer.

Mr. Longwell points out that an automobile will balk and suik and perhaps refuse to work at all under inhuman treatment, just the same as a person would do under like circumstances. He warms a driver that the only way to get best results from his car is to treat it as a zensitive piece of machinery should be treated.

"No one would expect a human to do his work cheerfully and well if he was beaten and abused, nor a highstrung, mettlesome horse to perform as well if it were started out with a lash of the whip," says Mr. Longwell. "A motor car driver should be just as considerate of his vehicle, though many drivers do not seem to realize this. They start the car by throwing in the high speed gear, and then crowding stil the power on the motor. While a well-made car will stand up under this treatment for a time, the highest-priced machinery in the world cannot long work perfectly when thus used. If more people treated their cars more nearly like human beings there would be an appreciable falling off in repair and replacement bills."

AUTO SALES PROVE BUSINESS IS GOOD

Without Much Effort One Big Ameri-can Factory Receives Astonish-ing Amount of Orders,

Ing Amount of Orders.

Detroit, Mich., July 26.—That business in America is good and the country is prosperous, is shown by the sales of 1914 model cars, just out.

Memories of the good old days in the automobile industry when the cars sold themselves were revived the past week. Before any sign of a dealers campaign was in evidence more than 1500 of the new models of one factory were contracted for by dealers.

"Our traveling sales force in all sections of the country are signing up

"Our traveling sales force in all sec-tions of the country are signing up dealers at a great rate, and in each case the dealer has doubled and tripled the number of cars specified in his last year's contract," said a sales "The contracting of over 1500 cars in one week and from four cities alone, constitutes a new record for our com-

Four cars sich, foors and mouldings bought for spot cash at bargain prices. Lander Lumber Co.—Advertisement,

Los Angeles to Phoenix and El Paso to Phoenix Auto Road Races to Mark Two Divisions of Borderland Route



(From Phoenix Republican; cut loan ed by Republican.)

Route of the year round travel, high road from, to and through the largest towns of the southwest, touched in at the richest agricultural region in the whole world—is the Borderland, the historic trails commuted by the industry of modern man into one long path from the valley of the Route into one long path from the valley of the Route into one long path from the valley of the Route into one long path from the valley of the Route into one long path from the valley of the Route into one long path from the valley of the Routerland to the Routerland to the Pacific ocean for the variable networks of "proposed routes."

Surrected and resurrected, until there are now mans containing veritable networks of "proposed routes."

Open the Year Round.

There is occalied Borderland in the should be the road better is simple surfacing.

The roll of the year round travel, and though to pave a smooth way from the Atlantic to the Pacific Borderland in the Atlantic to the Pacific Borderland in the round better is simple surfacing.

The roll of the Year Round.

The roll of the Xear Round.

The roll of the Xear Round in the Atlantic to the Pacific Borderland in the Atlantic to the Pacific Borderland in the Atlantic to the Pacific Borderland in the Atlantic to the Atlantic to the Smooth way from the Atlantic to the Pacific Borderland in the Atlantic to the Pacific Borderlan cited in connection with any other muted by the industry of modern man into one long path from the valley of the Rio Grande to the Pacific ocean.

Nowadays it is the fashion to concive large plans about national and interstate roads. With the coming of interstate roads. With the coming of the motor car and the consequent widneing of man's daily travel horizon, it became necessary to provide him with roads, and the varied and continuous agitation for routes, and highways is gitation for routes, and highways is gitation for routes, and highways is the result. Organizations with millions—on paper—have been formed, pushed forward, affiliated, severed, in-

Highway From Coast to Coast

Highway From Coast to Coast

That the proposed of the plant of the plant of the plant of the proposed from the plant of the plant of the proposed from the plant of the plant o

Lincoin Highway association, in Detroit, every commercial and social organization and every resident, farmer
or city mun, has been joyous in the expectation of being on the Lincoin
highway. When the tourists were in
Kansas, governor Hodges accompanied
them across the state and made
speeches favoring the Lincoin highway, as did Mr. Fisher and mayor
Bookwalter, Gov. Hodges expressed
himself as only fearful that Kansas
could not complete its link in the
Lincoin highway, a connected oceanto-ocean roadway, built principally of
cement, before his term expired.

Ceiorade Enthusiastic.

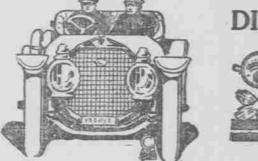
At the Colorade State line representatives of the Denver chamber of commerce were on hand to greet the travelers and expressed just as much enthusiasm for the Lincoin highway as
the others, previously met.

Gov. Ammons, of Colorado, Joined the
reception committee at Colorado
Springs. An enthusiastic meeting,
which had been preceded by an oidtime torchlight and red fire parade,
was held in the evening, at which the
governor pledged his support to the
Lincoln highway and gave the assurance of his associates and the state of
Colorado that Colorado would do its
full share. Announcement of the subscriptions so far received for the
Lincoln highway were received with
cheers.

Colorado uses convict labor on its
state roads and it was immediately decided to use 2500 of them, the full
number, in huilding and improving the
proposed Colorado section of the Lincoln highway were received with
cheers.

Colorado to committee and colorado, so the colorado
of his associates and the state of
Colorado that Colorado mould do its
stull share. Announcement of the subscriptions so far received for the
Lincoln highway because the
Lincoln highway as the
line of his associates and the state of
Colorado to the project to erect a
suitable and permanent memorial to
Abraham Lincoln that will be atmost as simple as a weekend into the deal made
for the Lincoln highway the arline of the Lincoln highway to find laterests, although the bu

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El Paso, Texas.

SOCIABILITY RUN

TO BE MADE BY 100

Phoenix, Aria., July 26.—More than 100 automobile owners and families will journey from San Diego to Phoenix on a sociability run starting on October 31, and arriving in this city on November 2, the opening day of the arnual state fair.

This was decided upon at a luncheon in San Diego given by attorney general G. P. Bullard and C. H. Akers, both of this city. The editors of San Diego papers and business men were guests. At the luncheon the Phoenix men were assured that the above number would participate in the run.

This run will start the day before the beginning of the Los Angles-San Diego-Phoenix road race, the latter 10 end at the same time as the El Paso-Phoenix road race.

Pedestrians to Blame For Most

Auto Accidents, This Man Says

ETROIT, Mich., July 26 .- "We privilege was then vested in the favwill never be able to reduce the number of street accidents from world walked. To get in the way of automobiles, trolley cars and other vehicles-until we make and enforce proper traffic regulations in cities," says Walter E. Flanders, president and general manager of the Maxwell Motor ompany.

"I do not mean to refer to traffic regulations of vehicles, we have plenty of them such as they are. That is not the solution. Automobiles are increas-ing and will continue to increase. Traffic will increase, and street crossframe win increase, and siece toose has become more and more dangerous. The average business man covers three times the ground in a day that he used to in pre-motoring days. So there is three times the traffic in our streets, despite the fact that the rapid-moving motor vehicles would naturally have motor vehicles would naturally have decreased the congestion were there only one automobile to replace each horse-drawn vehicle of former days.

"The remedy is in proper traffic regulations for pedestrians—rigidly enforced. That they have such regulations and do enforce them rapidly is the reason why there is a smaller percentage of accidents in European cities.

"Of course we Americans think it very funny that in Paris and Berlin, for example, the pedestrian who gets run over or knocked down by a vehicle is arrested, instead of the driver of the vehicle. It isn't so ridiculous after all. In the first place, the driver content of the vehicle of the vehicle of the vehicle of the vehicle. after all. In the first place, the driver is arrested as often as the pedestrian —if the driver has been at fault. But mostly it is the pedestrian's fault. He has been violating a well defined traffic ordinance in the enforcement of which he must play his part and contribute his share of intelligence.

"Originally, the traffic ordinances of Europe were based on the assumption that the man on foot who impeded traffic was an anarchist. All

course rode while all the rest of the world walked. To get in the way of the carriage of a noble was a helnous offence. That such regulations have been retained while the original conditions on which they were founded no longer endure, was not due to neglect but to the application of common sense. "In this country we say the pedestrain has the right of way. And in principle that theory is right. Some eminent thinkers protest that a man has the right to commit suicide if he wants to—but our laws make the attempt a misdemeanor. The same rule applies—or should apply—to traffic regulations. We should protect the careless, thoughtless pedestrain against inself—by making it a misdemeanor to violate the traffic regulations just as it now is for the driver of a truck or an automobile to do so.

"Look at them crossing the street at all points in the block and at all angles! The traffic officer stops street cars and automobiles to let them cross—and when he signals the vehicles to proceed you will see men, women and children rushing across in front of motoring vehicles. The pedestrian insists on his right to commit suicide and dares the motorist to thwart him!

"Why, If the much maligned motorist didn't exhibit the atmost care to compensate the suicidal carelessness of pedestrains, there would be one hundred accidents where there is now one."